

WEST VIRGINIA PARKWAYS AUTHORITY WEST VIRGINIA TURNPIKE ANNUAL REPORT 2024





WEST VIRGINIA PARKWAYS AUTHORITY

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Officer-in-Charge of WV State Police, Troop 7

ANTHONY JONES

Director of Human Resources

DAVID H. ROLLINS

Treasurer



June 30, 2024

West Virginia Parkways Authority
Post Office Box 1469
Charleston, WV 25325

Dear Authority Members:

HNTB Corporation ("HNTB"), as the Consulting Engineers to the West Virginia Parkways Authority (the "Authority"), is pleased to submit to the Authority the attached 2024 Annual Report which includes this cover letter and the certifications made in this letter (collectively, the "Annual Report").

The Annual Report is delivered to you as required by relevant provisions of the Master Trust Indenture dated as of August 1, 2018, by and between the Authority and United Bank, as Trustee (the "Trustee") (the "Master Trust Indenture"). The Master Trust Indenture was amended and supplemented by that certain First Supplemental Trust Indenture dated as of August 1, 2018 and a Second Supplemental Trust Indenture dated as of June 1, 2021, by and among the Authority and the Trustee, (as supplemented and amended, the "Indenture"), in connection with the Authority's issuance of its \$166,370,000 Senior Lien Turnpike Toll Revenue Bonds, Series 2018 (the "Series 2018 Bonds") and its \$333,630,000 Senior Lien Turnpike Toll Revenue Bonds, Series 2021, (the "Series 2021 Bonds") which are secured under the Indenture by a pledge of Net Toll Road Revenues as defined in the Indenture. Prior to issuance of the Series 2018 Bonds, the Authority in July 2018 defeased all of its prior outstanding Turnpike toll revenue bonds under a previous trust indenture.

The Master Trust Indenture establishes various covenants with which the Authority must comply. One major covenant (often called the "Good Repair Covenant") requires the Authority to operate, maintain and keep the West Virginia Turnpike (the "Turnpike") and other Authority properties in good repair, all as more fully set forth in Section 503 of the Master Trust Indenture and U.S.C. 129(a)(3)(B). The Good Repair Covenant and several other covenants under the Master Trust Indenture require HNTB, as the Consulting Engineers for the Authority under the Indenture, to provide the Authority with an annual report on the condition of the Turnpike and to provide certain certifications to be used by the Authority in its annual budget-making process that are to be reflected and incorporated in its Annual Budget for the upcoming Fiscal Year.

This Annual Report and the certifications set forth herein are being delivered to you to satisfy those various requirements under the Master Trust Indenture and to document the Authority's compliance with such covenants

1. Annual Physical Examination and Inspection of the Turnpike; Annual Turnpike Condition Report; Certification of Compliance with Section 503 of the Master Trust Indenture and U.S.C. 129(a)(3)(B) (including the Good Repair Covenant).

In accordance with the requirements Section 503 of the Master Trust Indenture and U.S.C. 129(a)(3)(B), HNTB certifies that it has made a physical examination and inspection of the Turnpike for Fiscal Year 2023/2024 and has submitted to the Authority this Annual Report its written annual report on the condition of the Turnpike. As required by Section 503 of the Master Trust Indenture and U.S.C. 129(a)(3)(B), this Annual Report is being delivered to the Authority prior to the end of Fiscal Year 2023/2024.



This Annual Report documents, and HNTB hereby certifies, that the Authority has complied with the Good Repair Covenant and related requirements as more fully set forth in Section 503 of the Master Trust Indenture and U.S.C. 129(a)(3)(B). Specifically, and as further required by Section 503 of the Master Trust Indenture and U.S.C. 129(a)(3)(B), HNTB hereby further certifies that:

- (i) the Authority in operating the Turnpike has maintained it in good repair, working order and condition,
- (ii) the Authority has complied with the covenants set forth in the Master Trust Indenture with respect to the efficient management of the Turnpike, the proper maintenance of the properties of the Turnpike, and the making of necessary repairs, renewals and replacements thereto and thereof and the necessity for capital replacements and improvements, and
- (iii) the Authority has complied with the recommendations made by HNTB with respect to each of the foregoing items, and,
- (iv) In the judgment of HNTB, the Authority has not in any way failed to perform or comply with the covenants and agreements set forth above.

2. Certifications Under Section 508 of the Master Trust Indenture as to Operation and Maintenance Expenses, Renewal and Replacement Costs, and Renewal and Replacement Reserve Fund Requirement, for Purposes of the Authority's Annual Budget for Fiscal Year 2024/2025.

As required by Section 508 of the Master Trust Indenture and the definitions of "Annual Budget," "Operation and Maintenance Expenses", "Renewal and Replacement Costs", and "Renewal and Replacement Reserve Fund Requirement" as set forth in Section 101 of the Master Trust Indenture, respectively, HNTB as Consulting Engineers HNTB hereby certifies that the following amounts are necessary to be included in the Annual Budget and expended in Fiscal Year 2024/2025 for the following purposes:

- (i) Operating and Maintenance Expenses: \$59,910,000;
- (ii) Renewal and Replacement Costs: \$31,400,000; and
- (iii) Renewal and Replacement Reserve Fund Requirement: \$31,400,000.

Accordingly, HNTB recommends that the Authority include these amounts in its Annual Budget for the Fiscal Year ending June 30, 2024 ("Fiscal Year 2024/2025"). The body of the Annual Report contains additional information and details concerning these recommendations.

It should be noted that some Renewal and Replacement projects have begun in and budgeted for Fiscal Year 2023/2024 could not be completed before the end of that Fiscal Year, and will be completed after the end of such Fiscal Year. The funds budgeted for the Renewal and Replacement Costs for such projects will be carried over and expended to complete those projects after the end of Fiscal Year 2023/2024. HNTB certifies that such an approach is reasonable under all the circumstances and is consistent with the Authority's Good Repair Covenant and related obligations under Sections 503 and 23 U.S.C. 129(a)(3)(B) and 508 of the Master Trust Indenture. Such carried-over funds and costs are not included in HNTB's recommendations and certified amounts, set forth above, for Fiscal Year 2024/2025.



3. **Certification Under Sections Section 503 of the Master Trust Indenture and U.S.C. 129(a)(3)(B) of Amounts Necessary to Be Expended for Renewal and Replacement Reserve Fund Requirements for the Five (5) Next Fiscal Years.**

As required by Section 503 of the Master Trust Indenture and U.S.C. 129(a)(3)(B) and 508 of the Master Trust Indenture, HNTB hereby certifies that the amounts that are necessary to be expended for the Renewal and Replacement Reserve Fund Requirement for the Turnpike for each of the five (5) next succeeding Fiscal Years are as follows:

- (i) Fiscal Year 2024/2025: \$31,400,000;
- (ii) Fiscal Year 2025/2026: \$31,878,000;
- (iii) Fiscal Year 2026/2027: \$33,548,000;
- (iv) Fiscal Year 2027/2028: \$31,063,000; and
- (v) Fiscal Year 2028/2029: \$33,240,000.

The body of the Annual Report contains additional information and detail concerning the foregoing recommendations.

Again, it should be noted that some Renewal and Replacement projects have begun in and budgeted for Fiscal Year 2023/2024 could not be completed before the end of that Fiscal Year, and will be completed after the end of such Fiscal Year. The funds budgeted for the Renewal and Replacement Costs for such projects will be carried over and expended to complete those projects after the end of Fiscal Year 2023/2024. As noted earlier, above, such carried-over funds and costs are not included in HNTB's recommendations and certified amounts, set forth above, for Fiscal Year 2024/2025.

4. **Certifications as to Insurance Under Section 515(a) of the Master Trust Indenture.**

As required by Section 515(a) of the Master Trust Indenture, the Consulting Engineers are required to provide recommendations as to self-insurance funds, Multi-risk Insurance, and Use and Occupancy Insurance. HNTB hereby certifies that its insurance recommendations to the Authority, which are more fully set forth and discussed in the body and appendices of this Annual Report, are as follows:

(i) Self-insurance funding of \$1,000,000 should continue to be maintained by the Authority and such funding should be available for the Authority's percentage of contribution for liability or other risks of losses and should be specifically designated as the Authority's percentage of contribution in the event of a disaster;

(ii) Use and Occupancy Insurance, in accordance with Section 515(a)(ii) of the Master Trust Indenture, should be maintained for Fiscal Year 2024/2025 in the amount of \$182,882,000; and

(iii) Multi-risk Insurance, in accordance with Section 515(a)(i) of the Master Trust Indenture, should be maintained for Fiscal Year 2024/2025 in the amount of \$703,379,900, as more fully explained in the Appendix to the Annual Report addressing this subject, which amount is the approximate replacement cost of the roadways, bridges, buildings, service plazas, rest areas, toll plazas, Caperton Center, and all other buildings, structures, facilities, furnishings and equipment, all as more fully explained in the Appendix on this subject that is included in the Annual Report.



5. **Certifications as to Other Turnpike Capital Improvement Funding In Next Five Fiscal Years.**

HNTB has received and reviewed the Authority's proposed budget for its five-year capital improvement program for the Turnpike for the next five Fiscal Years, i.e., the Fiscal Years ending on June 30th of the years 2025 through 2029, inclusive. Such five-year capital program, as required by Sections 412 and 508 of the Master Trust Indenture, separately identifies for each of those 5 Fiscal Years the (A) Renewal and Replacement Costs and Renewal and Replacement Reserve Fund Requirements, which are in the respective amounts recommended and certified by HNTB in this Annual Report, and (B) other Capital Costs that are not Renewal and Replacement Costs. As required by Section 508 of the Master Trust Indenture, the Authority is required to include its five-year capital improvement program cost estimates (separated into these two categories) as part of its Annual Budget.

HNTB hereby certifies that such five-year capital improvement program for the Turnpike for the next five Fiscal Years, as more fully discussed and analyzed in the body of this Annual Report, is reasonable and sufficient to assure that the Authority, in each of such five Fiscal Years, will satisfy the Good Repair Covenant and its related obligations under the Master Trust Indenture in each of the five ensuing Fiscal Years

6. **Conclusion and Final Certification for this Annual Report.**

HNTB has monitored and continually reviews the Authority's collection of Turnpike toll revenues and expenditures to ensure that adequate funds are available in the amounts needed to address the Authority's various requirements under the Master Trust Indenture including but not limited to its obligations to fund and pay Debt Service and to fund, at required levels, all required Reserves that must be funded. The revenue projections have stabilized at \$182M based upon our review of the current revenues. The new projected revenues reflect known impacts to revenue currently being received. HNTB certifies that the Authority has been, and will continue to be able to satisfy, the Good Repair Covenants and its related obligations under the Master Trust Indenture in each of the five ensuing Fiscal Years ending on June 30th of 2025 through 2029.

Respectfully submitted,


John S. Huddleston, P.E.,
HNTB CORPORATION
Associate Vice President

cc: United Bank, Trustee (Attention: Thomas Provenzano)



TABLE OF CONTENTS

CONTENTS

SITE MAP 7

5-YEAR PROGRAM NEEDS-Operation and Maintenance Expenses..... 8

5-YEAR PROGRAM NEEDS-Renewal and Replacement..... 8

5-YEAR PROGRAM NEEDS-Capital Replacements and Improvements 9

5-YEAR PROGRAM RECOMMENDATIONS-Operation and Maintenance Expenses..... 9

5-YEAR PROGRAM RECOMMENDATIONS-Renewal and Replacement..... 10

5-YEAR PROGRAM RECOMMENDATIONS-Capital Replacements and Improvements..... 10

BUDGET FISCAL YEAR 2025..... 11

INSURANCE..... 12

MAINTENANCE & SAFETY HIGHLIGHTS 16

FISCAL YEAR 2024 ACCOMPLISHMENTS..... 18

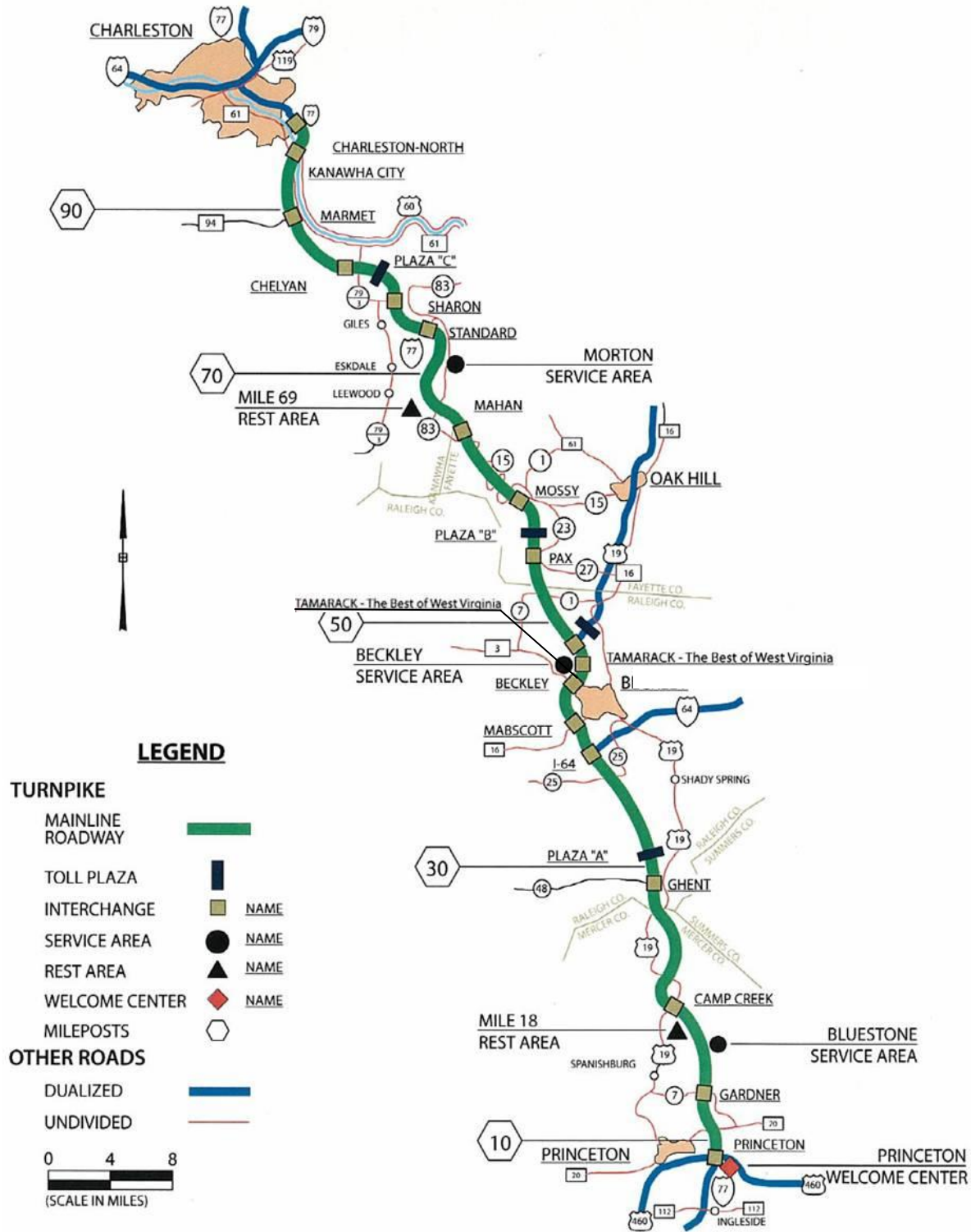


APPENDIX

2024 BRIDGE REPLACEMENT COSTS



SITE MAP





5-YEAR PROGRAM NEEDS

OPERATION AND MAINTENANCE EXPENSES

HNTB recommends the following for Operation and Maintenance Expenses:

- A. Maintenance
- B. Toll/Accounting/Customer Service
- C. Traffic Control (State Police)
- D. Administration
- E. Tourist Information Centers
- F. Non-Departmental

RENEWAL AND REPLACEMENT

HNTB recommends the following for Renewal and Replacement:

- A. Bridge Painting-The estimated cost for bridge painting is \$14.410 million over the next 5 years.
 - B. High Friction Surface Treatment (HFST) (Previous BDO and Overlays)-Certain existing bridge decks and Roadways in curves are in need of increased skid resistance. These will need to be sealed and overlaid. The HFST costs are estimated at \$4.734 million over the next 5 years.
 - C. Bridge/Facilities Retrofit-The estimated cost for bridge repairs, median barrier wall repairs and miscellaneous structural repairs is at \$15.305 million over the next 5 years.
 - D. Guardrail Replacement-The estimated cost for guardrail replacement and repair is \$4.774 million over the next 5 years.
 - E. Shotcrete Repairs-The estimated cost for shotcrete repairs is \$4.829 million over the next 5 years.
 - F. Slope Reconditioning-Based on history of slide repairs and rock fall cleanup, the estimated cost is \$3.803 million over the next 5 years.
 - G. Culvert Repair/Replacement-Culverts are rated on a condition rating system of 1 thru 3. Culverts rated 1 need to be replaced or repaired within the next 5 years. The current assessment procedures utilized visual inspection and video camera inspection. The estimated cost for these repairs is \$47.878 million over the next 5 years.
 - H. Vehicle/Equipment Replacement-The estimated cost for equipment is \$10.859 million over the next 5 years.
 - I. Sign Replacement/Overlays-Signing meets current standards. The estimated cost for signing/footer repairs is \$9.989 million over the next 5 years.
 - J. Roadway Lighting-All lighting meets current standards. The estimated cost for lighting is \$0.774 million over the next 5 years.
 - K. Pavement Striping and Markings-The estimated cost for pavement striping and markings is \$18.412 million over the next 5 years.
 - L. Full Depth Repairs/Undersealing-The estimated cost for full depth concrete pavement repairs and undersealing is \$14.165 million over the next 5 years.
 - M. Facilities/Safety-The estimated cost for replacing raised pavement markers and safety projects is \$6.948 million over the next 5 years.
 - N. Tree Clearing-The estimated cost for tree clearing and brush removal is \$4.249 million over the next 5 years.
-



CAPITAL REPLACEMENTS AND IMPROVEMENTS

HNTB recommends the following for Capital Replacements and Improvements:

- A. Paving-Pavement costs are based on current needs as determined by recent review of WV Turnpike pavements. The estimated cost for pavement rehabilitation, reconstruction and overlays is \$73.170 million over the next 5 years.
- B. Facilities-The estimated cost for facilities needs is \$6.8 million over the next 5 years.
- C. Toll System Upgrade-The estimated cost for upgrading the toll system is \$14 million over the next five years.
- D. Bridge Deck Replacement-WVPA has established a yearly plan for bridge deck replacement based on current condition of the decks. Many of these decks are 40+ years old and have not had any structural overlay repairs. The estimated cost for bridge deck replacements is \$106.2 million over the next 5 years.
- E. Bluestone Bridge Painting. The NB Bluestone Bridge is due for full steel superstructure painting. The estimated cost for this painting is \$8 million over the next 5 years.
- F. Travel Plaza Replacement. The estimated cost for replacing the Travel Plazas is \$101 million over the next 5 years.
- G. Barrier Wall Upgrade. Strategic areas of barrier wall are being modified to increase safety. The estimated cost of this is \$13.6 million over the next 5 years.
- H. Rt.19 Interchange. The estimated cost for upgrading the Rt.19 Interchange is \$18 million over the next five years.
- I. Yeager Bridge Lighting. The estimated cost for Yeager Bridge Lighting is \$1.5 million over the next five years.
- J. Yeager Ramp AF Reconstruction. The estimated cost for Yeager Ramp AF Reconstruction is \$5 million over the next five years.
- K. Pavement Rehab (Rubb/Crack Seat). The estimated cost for Pavement Rehabilitation is \$60 million over the next five years.
- L. Ramp Rehab. The estimated cost for Ramp Rehabilitation is \$6 million over the next five years.

5-YEAR PROGRAM RECOMMENDATIONS

OPERATION AND MAINTENANCE EXPENSES

Operating Expenses include all of the Authority's expenses in operating, maintaining and servicing the Turnpike system and otherwise carrying out and administering its related programs. Operating expenses include, for example, salaries, supplies, utilities, ordinary maintenance and repairs, insurance premiums, legal, accounting, management, traffic engineers and consulting engineers. The operating and maintenance expenses are detailed in the following table.

OPERATION AND MAINTENANCE EXPENSES - \$ THOUSANDS					
	2025	2026	2027	2028	2029
Maintenance	\$24,639	\$25,082	\$25,584	\$26,121	\$26,539
Toll/Accounting/Customer Service	\$19,241	\$19,683	\$20,018	\$20,458	\$20,785
Traffic Control (State Police)	\$5,449	\$5,557	\$5,658	\$5,771	\$5,869
Administration	\$3,057	\$3,057	\$3,151	\$3,151	\$3,246
Tourist Information Centers	\$1,696	\$1,696	\$1,696	\$1,784	\$1,784
Non-Departmental	\$5,828	\$5,944	\$6,062	\$6,183	\$6,313
Total Operating Costs	\$59,910	\$61,019	\$62,169	\$63,468	\$64,536



RENEWAL AND REPLACEMENT

Under the Indenture, annual Renewal and Replacement requirements must be determined and certified by the Consulting Engineers. Under the Indenture, Renewal and Replacement requirements exclude annual Operating Expenses and include those expenditures required in the year for keeping the Turnpike open to public travel and use. Renewal and Replacement requirements constitute the most essential capital outlays for a given fiscal year. The five-year program for Renewal and Replacement projects are detailed in the following table. The itemized budget amounts are listed for 2025 through 2029.

FIVE-YEAR PROGRAM FOR R&R - \$ THOUSANDS					
	2025	2026	2027	2028	2029
Bridge Painting	\$2,714	\$2,796	\$2,879	\$2,966	\$3,055
High Friction (Prev. BDO)	\$1,500	\$773	\$796	\$820	\$845
Bridge/Facilities Retrofit	\$2,883	\$2,969	\$3,058	\$3,150	\$3,245
Guardrail Replacement	\$899	\$926	\$954	\$983	\$1,012
Shotcrete Repairs	\$818	\$891	\$971	\$1,059	\$1,090
Slope Reconditioning	\$716	\$738	\$760	\$783	\$806
Culvert Repair/Replacement	\$9,018	\$9,289	\$9,567	\$9,854	\$10,150
Vehicle/Equipment Replacement	\$1,740	\$2,034	\$2,095	\$2,158	\$2,832
Sign Replacement/Overlays	\$3,200	\$3,200	\$3,200	\$192	\$197
Roadway Lighting	\$146	\$150	\$155	\$159	\$164
Pavement Striping and Markings	\$3,468	\$3,572	\$3,679	\$3,790	\$3,903
Full Depth Repairs/Undersealing	\$2,398	\$2,614	\$2,849	\$3,105	\$3,199
Facilities/Safety	\$1,100	\$1,102	\$1,736	\$1,169	\$1,841
Tree Clearing	\$800	\$824	\$849	\$875	\$901
Subtotals R&R	\$31,400	\$31,878	\$33,548	\$31,063	\$33,240

CAPITAL REPLACEMENTS AND IMPROVEMENTS

The capital improvement projects are the WVPA projects scheduled and budgeted in the five-year work program to allow the Turnpike to be operated and maintained in a sound and economical manner consistent with sound management practices and principles and that it is being kept in good repair, working order and condition. The five-year program for facilities capital projects and highway and bridge capital projects are detailed in the following table. The itemized budget amounts are listed for 2025 through 2029.

FIVE-YEAR PROGRAM FOR CAPITAL - \$ THOUSANDS					
	2025	2026	2027	2028	2029
Paving	\$13,780	\$14,200	\$14,620	\$15,060	\$15,510
Facilities	\$1,300	\$1,330	\$1,370	\$1,420	\$1,460
Toll System Upgrade	\$2,000	\$0	\$0	\$12,000	\$0
Bridge Deck Replacement	\$18,500	\$20,010	\$20,610	\$21,230	\$25,900
Bluestone Bridge Painting	\$2,000	\$6,000	\$0	\$0	\$0
Travel Plaza Replacement	\$55,000	\$20,000	\$20,000	\$6,000	\$0
Barrier Wall Upgrade	\$2,100	\$2,500	\$2,500	\$2,500	\$4,000
Contactless Weather Stn	\$0	\$0	\$0	\$0	\$0
Rt 19 Interchange	\$1,500	\$1,500	\$15,000	\$0	\$0
Yeager Bridge Lighting	\$1,500	\$0	\$0	\$0	\$0
Yeager Ramp AF Reconstruction	\$0	\$5,000	\$0	\$0	\$0
Pavement Rehab (Rubb/Crack Seat)	\$0	\$0	\$0	\$30,000	\$30,000
Ramp Rehab	\$0	\$6,000	\$0	\$0	\$0
Subtotals Capital	\$97,680	\$76,540	\$74,100	\$88,210	\$76,870



BUDGET FISCAL YEAR 2025

HNTB recommends the following:

BUDGET RECOMMENDATIONS FY 2025 - \$ THOUSANDS	
Operation and Maintenance	\$59,910
Renewal and Replacement	\$31,400
Capital Replacements and Improvements	\$97,680
Grand Total Budget	\$188,990



INSURANCE

Section 515, Subsection (a) of the Master Trust Indenture dated as of August 1, 2018, as supplemented for the West Virginia Parkways Authority states:

(a) The Authority shall at all times cause to be maintained, to the extent reasonably obtainable, the following kinds of insurance with responsible insurance and/or reinsurance companies authorized and qualified to do business in (or with companies duly authorized and qualified to do business with companies that are authorized and qualified to do business in) the State, in such amounts as recommended by the Consulting Engineers as provided below or as determined by the Authority:

(i) multi-risk insurance on the facilities of the Turnpike which are of an insurable nature and of the character usually insured by those operating similar facilities, covering direct physical loss or damage thereto from causes customarily insured against, in such amounts recommended by the Consulting Engineers to provide against such loss or damage and to protect the interest of the Authority;

(ii) use and occupancy insurance covering loss of Toll Road Revenues by reason of necessary interruption, total or partial, in the use of the facilities of the Turnpike, due to loss or damage to any such facility on which multi-risk insurance is maintained as provided in this Section, in such amount as recommended by the Consulting Engineers to provide income during the period of interruption, but in no event less than 12 months, in the event of the occurrence of any such loss or damage, equal to the amount of the loss of Toll Road Revenues, computed on the basis of Toll Road Revenues for the corresponding period during the proceeding calendar year, or if such facility was not in operation during the preceding calendar year, then computed on the basis of the Consulting Engineers' estimate, attributable to such loss or damage;

(iii) public liability insurance covering injuries to persons or property, in such amount as recommended by the Consulting Engineers;

(iv) war risk insurance, if obtainable from the United States Government or any agency thereof, covering direct physical loss or damage, and loss of Toll Road Revenues attributable thereto, on the facilities of the Turnpike which are insurable thereunder;

(v) during the period of construction or reconstruction of any material portion of the facilities of the Turnpike, such insurance as is customarily carried by others with respect to similar structures used for similar purposes, provided, however, that the Authority shall not be required to maintain any such insurance to the extent that such insurance is carried for the benefit of the Authority by contractors, and provided, further, that the Authority shall require contractors constructing any such portion of the facilities of the System to file bonds or undertakings for the full performance of such

FATALITY RATES PER HUNDRED MILLION MILES TRAVELED		
YEAR	ANNUAL FATALITIES	FATALITY RATE
2004	15	1.6
2005	5	0.5
2006	6	0.6
2007	8	0.8
2008	7	0.8
2009	8	0.9
2010	4	0.4
2011	8	0.8
2012	8	0.8
2013	5	0.5
2014	3	0.3
2015	4	0.4
2016	3	0.8
2017	13	0.8
2018	14	0.9
2019	14	1.5
2020	6	0.5
2021	4	0.7
2022	2	0.8
2023	5	0.2



contracts, and under which all risks from any cause whatsoever, without any exceptions, during the period of such construction, shall be assumed by such contractors; and

(vi) any additional or other insurance as the Authority in its discretion may determine;

provided, however, that the Authority may self-insure, in whole or in part, with the approval of the Consulting Engineers, against public liability for bodily injury and property damage, loss of Toll Revenues normally covered by use and occupancy insurance and other risks not enumerated above to the extent permitted by law and up to the levels recommended by the Consulting Engineers or a recognized, independent insurance consultant. The adequacy of any self-insurance reserve, or other insurance reserve, established by the Authority shall be evaluated annually by the Authority in consultation with the Consulting Engineers (or a recognized, independent insurance consultant). Deficiencies, if any, in any such self-insurance reserve, or other insurance reserve, shall be made up in accordance with the recommendations of the Consulting Engineers. Except to the extent such coverage is provided by the Authority, such policies shall be taken in the names of the Authority and the Trustee for the benefit of the Holders.

The Authority obtains insurance coverage for general liability, property damage, business interruption, errors and omissions and natural disasters through the West Virginia Board of Risk and Insurance Management. This board provides insurance for the State of West Virginia, local government entities and eligible non-profit organizations. Liability coverage provided to all these insured entities is limited to \$1,000,000 per occurrence with an annual aggregate coverage limit of \$22,000,000.

The Authority established a \$5 million self-insurance fund after losing the excess liability coverage from a private insurance company during 1986. In September 1992, the Authority obtained \$10 million excess liability coverage from a private insurance company. In view of this, the Authority's insurance consultant recommended that the self-insurance fund be reduced to \$1 million and be changed from liability exclusively to include other risk of loss such as pollution first party clean-up, pollution third party liability, condemnation, earthquake, earth shift, flood, etc., and be specifically designated as the Authority's percentage of contribution in the event of a disaster.

The Appendix contains copies of the consulting engineer's letter regarding recommendations for Multi-risk Insurance, in accordance with subparagraph (i) above, listing current replacement cost for bridges, and the consulting engineer's letter with recommendations for Use and Occupancy Insurance, in accordance with subparagraph (ii) above, in the amount of \$182,882,000 to remain in line with current toll revenues. All other insurance needs are determined by the Authority.



June 30, 2024

Mr. Jeffrey A. Miller, Executive Director
West Virginia Parkways Authority
P.O. Box 1469
Charleston, WV 25325

RE: Use and Occupancy Insurance

Dear Mr. Miller:

Section 515, Subsection (a) of the Master Trust Indenture dated as of August 1, 2018, state that Use and Occupancy Insurance shall be in such amounts as the Consulting Engineer shall certify will provide income during a period of interruption of up to 12 months for loss of system revenues due to damage to the system resulting in partial or total loss of revenues. This amount shall not be less than toll road revenues during the corresponding period for the preceding year.

It is recommended that the Authority obtain Use and Occupancy Insurance coverage in the amount of \$182,882,000 for the 2024-2025 fiscal year. This amount of Use and Occupancy Insurance coverage will satisfy Section 515, Subsection (a) of the Master Trust Indenture dated as of August 1, 2018.

Very truly yours,

A handwritten signature in blue ink, reading "John S. Huddleston".

John S. Huddleston, P.E.
HNTB Corporation
Associate Vice President

JSH/cak

cc: - United Bank, Trustee (Attention: Thomas Provenzano)
 - West Virginia State Board of Risk & Insurance Management
 (Attention: Dave Mason)
 - Margaret Vickers, WVPA



June 30, 2024

Mr. Jeffrey A. Miller
Executive Director
West Virginia Parkways Authority
P.O. Box 1469
Charleston, WV 25325

RE: Multi-Risk Insurance

Dear Mr. Miller:

Section 515, Subsection (a) of the Master Trust Indenture dated as of August 1, 2018 state that the Authority shall maintain Multi-Risk Insurance on the system facilities which are of an insurable nature and of the character usually insured by those operating similar facilities in such amounts as the Consulting Engineers shall certify to be necessary or advisable to provide against such loss or damage and to protect the interest of the Authority and the Bondholders.

It is recommended that Multi-Risk Insurance be carried on all bridges, equipment, vehicles and facilities at the Administration Building, Maintenance Areas, Rest Areas, Service Areas, Toll Plazas, Caperton Center, Welcome Center, and all other facilities owned and operated by the Authority, including all structures, furnishings and equipment totaling \$703,379,900 with an annual premium of \$1,082,835 Such annual premium is included in the Operation and Maintenance expenses recommended by HNTB Corporation as consulting engineers for FY 2024-2025.

The Authority engaged an insurance consultant in 1993 to review insurance coverage. The list of Authority buildings, structures and contents of buildings and structures has been revised and updated annually in accordance with the advice of the Authority's insurance consultant and our previous recommendations. It is recommended that this list be revised and updated to include all additions, deletions and current values.

The insurance consultant recommended that the bridges be insured for replacement costs. Attached is a list of those current costs that were calculated using "Engineering News Record" construction indices. The estimated 2024 replacement costs were determined by multiplying the bid price by the ratio of the construction cost index of 13532.01 to the cost index for the year that each bridge was bid.

Very truly yours,

John S. Huddleston, P.E.
HNTB Corporation
Associate Vice President

JSH/cak

Attachments

cc: - United Bank, Trustee w/att.
 (Attention: Thomas Provenzano)
 - West Virginia State Board of Risk & Insurance Management
 w/att. (Attention: Dave Mason)
 - Margaret Vickers, WVPA



MAINTENANCE & SAFETY HIGHLIGHTS

Key activities of the WVPA's Maintenance Division include:

- Road and bridge safety improvement
- Resource deployment for continuing pothole repairs
- Continued implementation of the Maintenance Management System (modern management approach to improve efficiency and to reduce overall asset life cycle costs)
- Snow Removal and Ice Control (SRIC) operational improvements

MAINTENANCE PERFORMANCE SCORECARD

	TARGET	ACTUAL
ROADWAY		
Asphalt Pavements	B	A
Signs	A	B
Other Traffic Control	A	A
Drainage Structures	A	A+
Bridges	A	B+
Vegetation Control	B	A-
Litter	B	C+

Recent equipment purchases include:

- Tahoe for State Police - 2
- SUV for State Police - 1
- Loader for Chelyan/Standard - 1
- Courtesy Patrol Pick-up for Sections 1, 2 & 3 - 3
- Crew Cab for Carpenters and Sections 2 & 3 - 9
- F350 4WD Dump Truck for Landscaping - 1
- Pickup - 1
- Lee Boy Grader for Section 2 - 1
- Air Compressor for Section 2 - 1
- Tilt Trailer for Heavy Equipment - 1
- Concrete Saw for Heavy Equipment - 1
- Tandem Axle Tilt Trailer for Heavy Equipment - 1
- 8.5 x 14 Trailer for Utility Shop - 1
- Single Axle Dump/Plow Truck for Section 2 - 1
- Cut-a-way Van for Utilities - 1

Highlights from Fiscal Year 2024 are listed below:

- Joint and Crack Sealing - 689,067 Linear Feet
- Linear Patching - 678 Tons
- Manhole Pothole Patching - 434 Tons
- Temporary Pothole Patching - 1,247 Bucket
- Line Striping - 4,690 Linear Feet
- Shoulder Stabilization - 234,698 Linear Feet
- Deck Patching - 701 Square Feet
- Bridge Washing - 6.5 each
- Bridge Deck Sealing - 240 Bridge Lane
- Bridge Parapet Wall Coating - 22,692 Linear Feet
- Ditch and Channel Maintenance - 16,827 Linear Feet
- Camera Culverts - 1,741 Linear Feet
- Culvert Cleaning - 450 Linear Feet
- Debris & Brush Removal - 7,215 Linear Feet
- Culvert Headwall Clean & Repair - 25 Each
- Other Drainage Maintenance - 1,442 Man hours

continued on next page



Highlights from Fiscal Year 2024, continued

- Drop Inlet Grate Replacement – 5 Each
- Drop Inlet Cleaning – 742 Each
- Gutter Cleaning – 1,635 Linear Feet
- Bench and Slope Maintenance – 5,160 Linear Feet
- Sweeping – 79 Miles
- Fence Repair, Right of Way – 790 Linear Feet
- Litter Pickup and Disposal – 2,521 Bag
- Roadside Mowing – 1,033 Acre
- Interchange Mowing – 531 Acre
- Guardrail Mowing – 157 Acre
- Brush Cutting – 66 Acre
- Herbicide Spraying – 799 Acre
- Manufacture Roadway Signs – 452 Signs
- Manufacture Facility Signs – 65 Signs
- Manufacture Stickers/Decals – 1,280 Each
- Install Roadside Delineation – 1,233 Each
- Install/Repair Signs-Roadway – 828 Signs
- Install/Repair Signs-Facilities – 39 Signs
- Install LDS Panels – 228 Each
- Traffic Control Signs – 2,525 Man hours
- Parking Area Markings – 27,868 Linear Feet
- Salt Spreading and Plowing – 8,305 Tons
- Snow and Ice Support Operations – 9,963 Man hours
- Stockpiling SRIC Material – 657 Man hours
- Courtesy Patrol – 19,122 Man hours
- Scheduled Flagging – 4,102 Man hours
- Emergency Response – 3,021 Man hours
- Condition Assessment – 668 Sites Tested
- Tower Road Repair – 353 Man hours



WVPA Maintenance Tree Clearing



FISCAL YEAR 2024 ACCOMPLISHMENTS

The WVPA continues to accomplish road and bridge rehabilitation projects on the West Virginia Turnpike such as full depth concrete repairs, asphalt pavement overlays, bridge deck replacements, bridge and facilities retrofit work and repairs and rehab to median barriers, retaining walls, buildings, toll plazas, culverts, guardrail, and pavement markings. These projects consisted of pavement, concrete and bridge rehabilitation projects for Kanawha, Fayette, Raleigh, and Mercer Counties. Most of the paving work for Fiscal Year 2024 was performed at Ghent, Beckley, Pax, Mahan, Standard and Sharon areas with considerable paving at the I64 totaling approximately \$50M. The \$17M Yeager Bridge Painting Project was completed in November 2023. Following Memorial Day, the majority of all work was performed at night, Monday through Thursday from 7:00 p.m. to 7:00 a.m., in order to keep traffic delays at a minimum. The Toll System Upgrade was 75% completed in April 2024. Toll revenues are being used to fund capital highway and bridge projects. These projects are primarily those that began construction during the Fiscal Year 2024, representing only the obligations for Fiscal Year 2024.



Directional Lane Lettering I64/I77 Split



Travel Plaza Replacement Contract BBTP-1-22

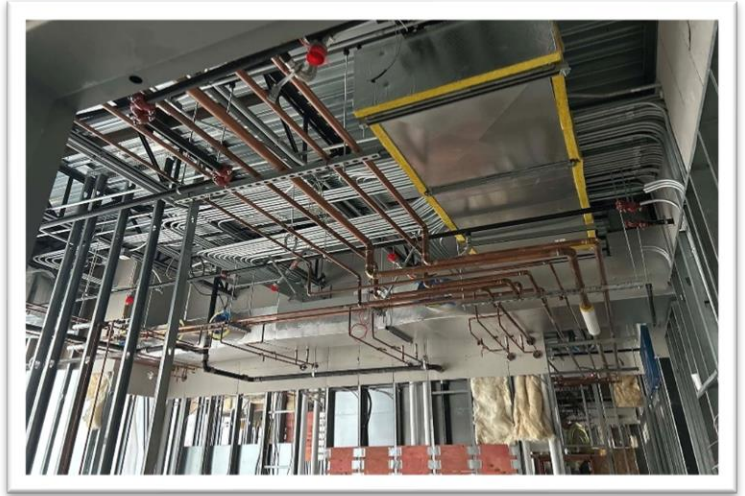
This project is for replacement of the Beckley and Bluestone Travel Plazas along the WV Turnpike. Also, included will be the conceptual plans for the Morton Travel Plaza. Renderings of the new buildings were completed and approved by WVPA to which the design for this project is now based upon. Work performed on this project includes construction plans for the architecture, interior, structural, mechanical/plumbing, planning/landscaping, electrical/security, fueling, site/civil including parking lot removal and replacements, and new parking lot lighting. These plans will also include demolition of the existing facilities. HNTB also prepared bidding documents and facilitated the advertisement for proposals, opening of bids, evaluation of bids and recommendation of award. The current Travel plazas closed beginning February 2023. Paramount Construction was awarded this project and the approximate total cost was \$122,820,381. Construction started in April 2023.



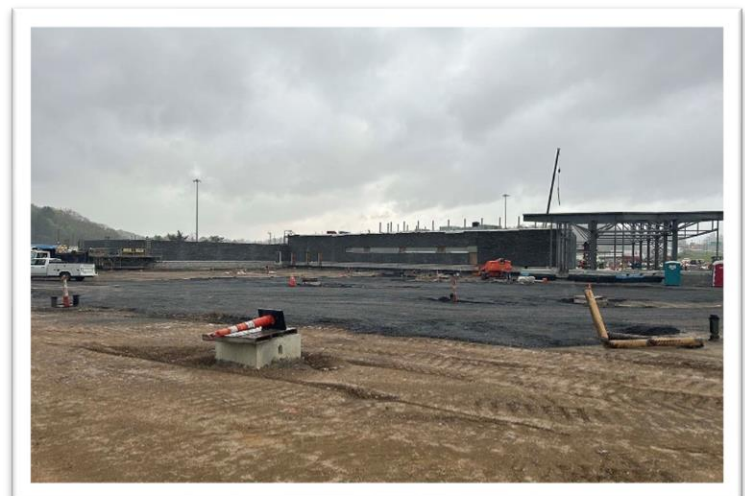
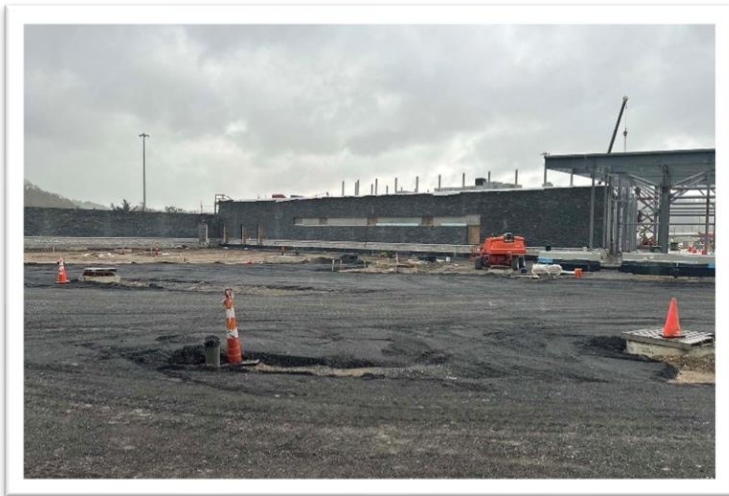
**Beckley Travel Plaza
Drywall Installation**



Beckley Travel Plaza (Interior)



Beckley Travel Plaza (Exterior)





Toll System Upgrade

The project is for the replacement of the toll collection system including roadside equipment and back office systems. The design of the system was completed and approved by WVPA. Work performed on the project includes completing software development for the new back office system replacing the equipment at all the toll plazas, including the installation of new signage and testing the equipment as each lane is converted. HNTB assisted WVPA in developing a strategic plan for the toll system replacement and also reviewed the technical documents prepared for the modification to the existing contract with TransCore. The project was negotiated with TransCore for an approximate total cost of \$25,364,469 and was approximately 75% completed at the end of April 2024.



Installation of New Message Boards at Barrier A





Pavement Rehabilitation Contract 2A-23

Contract 2A-23 is a pavement milling, hot mix asphalt inlay, rumble strips and other associated incidentals at various locations in Raleigh, Fayette and Kanawha Counties. West Virginia Paving performed the work for Contract 2A-23. The approximate construction cost is \$14,964,685.



Contract 2A-23



**Raised Pavement
Marker Installation**

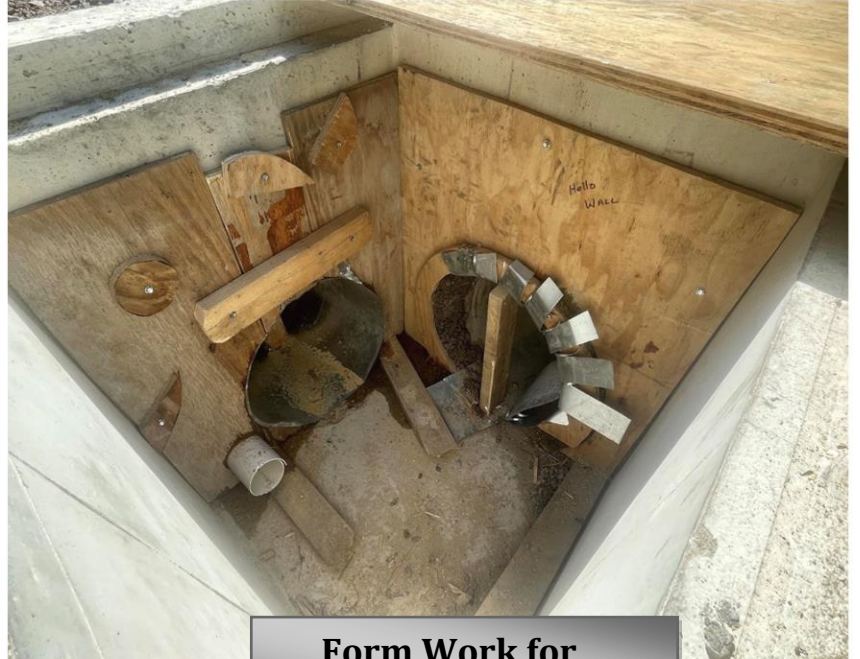


Culvert Cleaning & Retrofit Contract 1C-23

This culvert repair project is in Mercer, Raleigh, Fayette and Kanawha Counties. It is primarily composed of culvert retrofits by dewatering, lining, paving inverts, miscellaneous repairs to end treatments and maintenance of traffic. Wiseman Construction Company performed the work. The approximate construction cost is \$4,489,225.



Pipe Installation



**Form Work for
Grouting of New Pipes**



Wingwall



Liner Installation



Culvert Cleaning & Retrofit Contract 2C-24

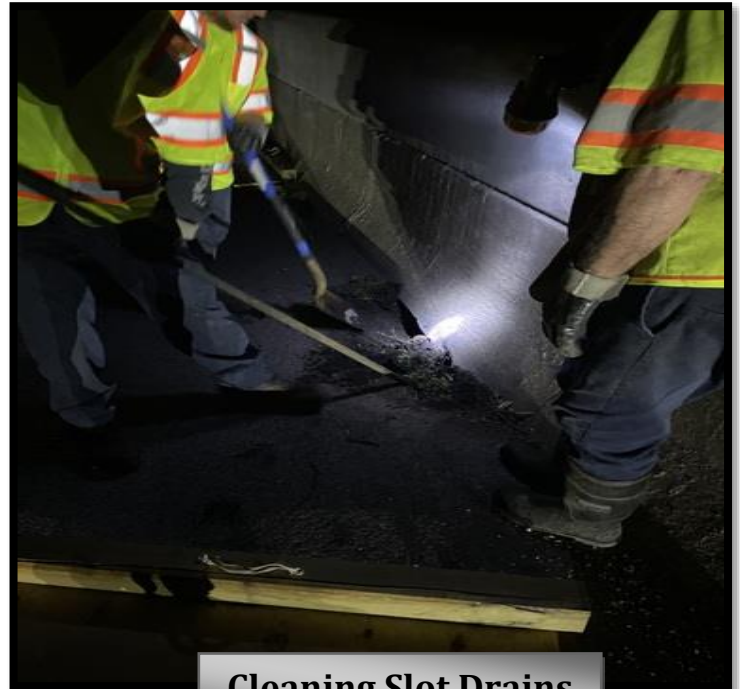
This culvert cleaning project is in Kanawha County. It is primarily composed of culvert slot drain and channel cleaning for removal of debris, video inspection and maintenance of traffic. Robinson Pipe Cleaning Company performed the work. The approximate construction cost is \$1,329,514.



Camera Used to Video



Drop Inlet - Cleaned



Cleaning Slot Drains

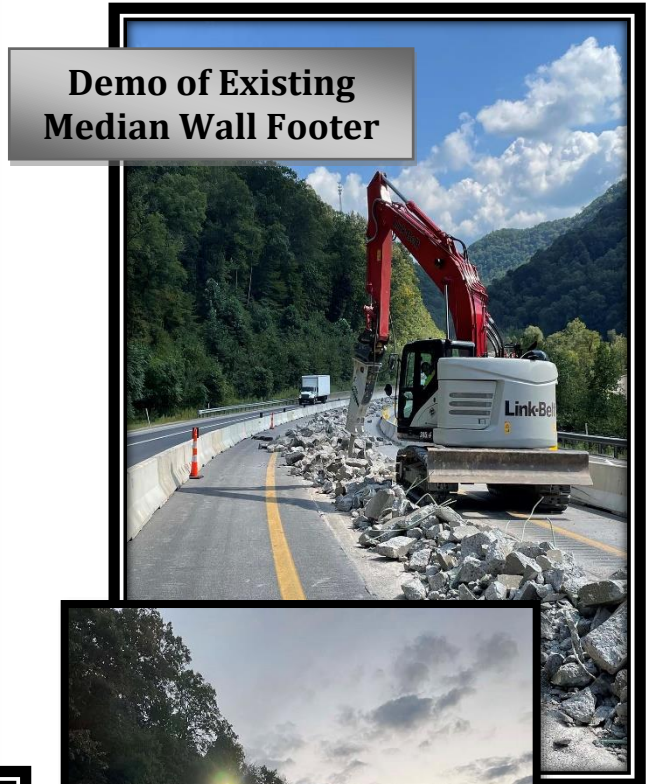


Median Barrier Replacement Contract MB-1-23

This median barrier replacement project is in Kanawha County. It is primarily composed of removing the existing median barrier, installing a new 54" barrier and maintenance of traffic. Triton Construction, Inc. performed the work. The approximate construction cost is \$1,769,715.



**Slip Forming New
54" Median Wall**



**Demo of Existing
Median Wall Footer**



**Transporting
Temporary Median**





Tree and Brush Removal Contract TC-1-24

This tree and brush removal project is located in Raleigh County. It is primarily composed of cutting trees and brush in various locations within the WVPA's right-of-way. The general work areas are SB from Milepost 31.0+030.07. Approximately 5.42 acres. Trinity Tree Services, Inc. performed the work at a cost of \$548,100.



Tree Cutting/Removal in Progress





Bridge Painting Contract BP-1-22(Milepost 94.5)

This project consists of fully repainting the steelwork, applying protective coating to the abutment wingwalls, river piers, and parapet walls, and removing existing inspection walkway grating and replacing it with fiber reinforced plastic (FRP) for Bridges 2144N/S at a cost of \$16,267,273. Southern Road & Bridge completed the work in November 2023.



Governor's Celebration and Historic Flyover





Bridge Painting Contract BP-1-24 (Mileposts 31.4 and 51)

This project consists of fully repainting the steelwork, applying protective coating to the parapet walls and overhangs for Bridges 3021N/S and 3043N. Legend Painting Inc. performed the work at a cost of \$525,453.



Bridge 3043N Topcoat



Bridge 3021 Concrete Coatings and SP10 Blast



Bridge Painting
Contract BP-2-23(Milepost 51.4)

This project consists of fully repainting the steelwork for Bridge 3044N. Southern Road & Bridge performed the work for a cost of \$727,210.



Rigging and Containment

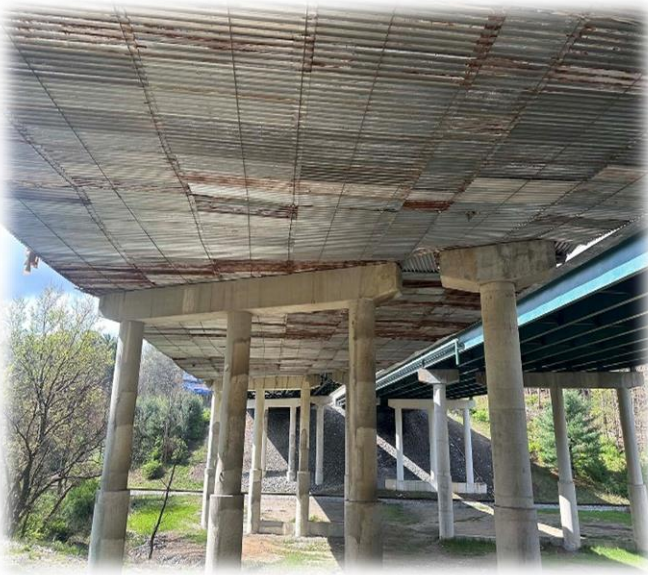


Clean and Prep Final Topcoat



Bridge Painting Contract BP-2-24 (Milepost 43.5)

This project consists of fully repainting the steelwork, applying protective coating to all substructure units and overhangs for Bridge 3034N. North Star Painting Company, Inc. is performing the work at a cost of \$770,183.



Containment and Rigging in Place





Bridge Painting
Contract BP-3-24 (Mileposts 16.9, 29.8 and 94.28)

This project consists of fully repainting the steelwork, applying protective coating to the parapet walls and overhangs for Bridges 3008N/S, 3019S and 3086N/S. Elite Contractors, Inc. performed the work at a cost of \$525,453.



Steel and Concrete Coatings Applied



SP10 Blast Cleaning



Bridge Asphalt Replacement Contract Contract BAR-1-23 (Milepost 28.9)

This project consists of removing and replacing existing asphalt overlay and waterproof membrane on Bridge 3017N.



Applying Waterproofing



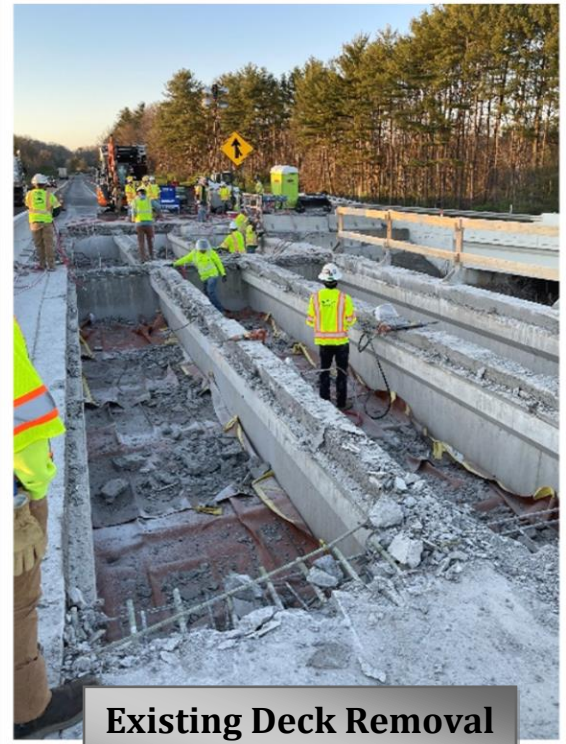


Bridges 3003N and 3005N Deck Replacement Contract BDR-1-23 and 3-23 (Milepost 13.7)

This contract utilized a method called Accelerated Bridge Construction (ABC). Accelerated Bridge Construction is a method in which the decks are brought in as pre-cast units to provide better quality control as the units are made in a climate-controlled casting plant. Once the pre-cast units are brought in, the old deck is replaced, and the new deck is put into place with a crane and locked into place with ultra-high performance concrete (UHPC) closure pours. This project fully replaced Bridges 3003N and 3005N. Bridge 3003N is a 170-foot, two lane bridge deck on the northbound I-77 over Mercer County Route 7. Bridge 3005N is a 224-foot, two lane bridge deck on the northbound I-77 over Brush Creek. BDR-1-23 and BDR-3-23 (Bridges 3003N and 3005N) began on Sunday evening April 21st, 2024 and is currently under construction. Brayman Construction Corporation was awarded this project and the approximate total cost was \$11,583,344.



**Deck Removal and
Shear Studs Installed
BDR-1-23**

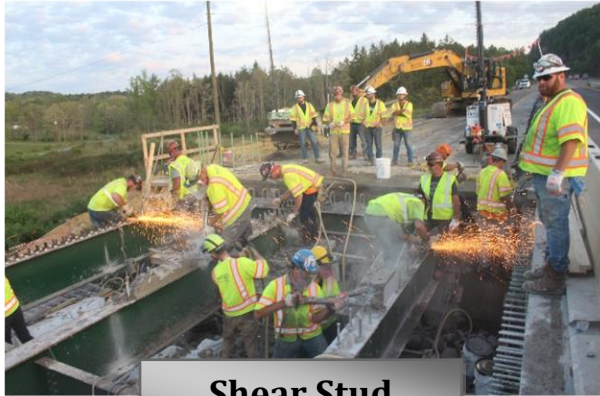


**Existing Deck Removal
and Abutment Demo
BDR-3-23**

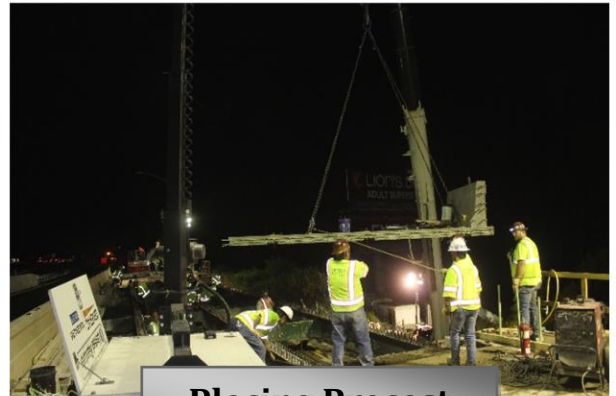


Bridges 3008N Deck Replacement Contracts BDR-2-23 (Milepost 16.9)

This contract utilized a method called Accelerated Bridge Construction (ABC). Accelerated Bridge Construction is a method in which the decks are brought in as pre-cast units to provide better quality control as the units are made in a climate-controlled casting plant. Once the pre-cast units are brought in, the old deck is replaced, and the new deck is put into place with a crane and locked into place with ultra-high performance concrete (UHPC) closure pours. This project fully replaced Bridge 3008N, which is a 121-foot, two lane bridge deck on the northbound I-77 over Mercer CR 3. BDR-2-23 (Bridge 3008N) began on Sunday evening May 7th, 2023 and was completed on May 13th; which resulted in the contractor working 137 hours to complete. Brayman Construction Corporation was awarded this project and the approximate total cost was \$4,287,499.



**Shear Stud
Installation**



**Placing Precast
Panel**



**Wingwall Steel
Reinforcement**



**End Closure
Pour**



Bridge/Facility Retrofit
Contract BFR-1-20 Year 5

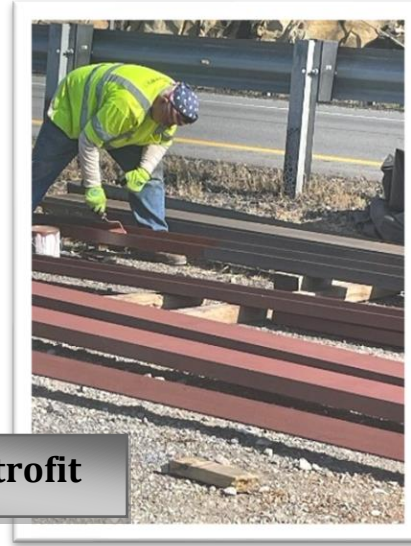
Contract BFR-1-20 is a 3-year contract with 2 one-year renewals. For fiscal year 2024, the contract amount was approximately \$2,400,000. A major portion of this contract's work is to replace defective expansion joints/seals, retrofit structural steel members with section loss, repair damaged barrier walls, patch bridge decks and rehab toll plaza lanes.



**Typical Bridge Deck Joint
Rehab/Replacement**

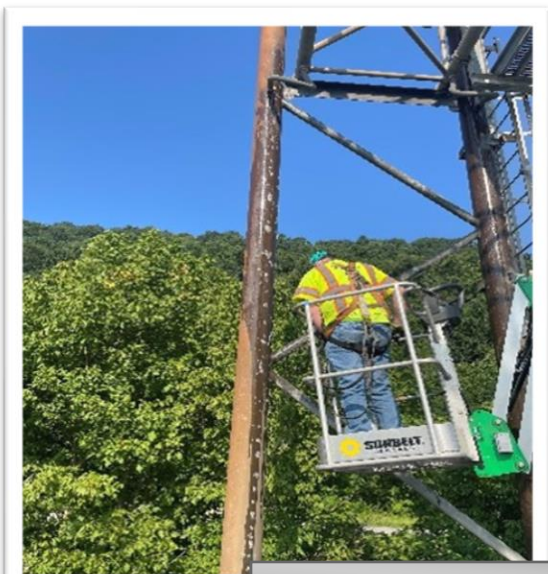
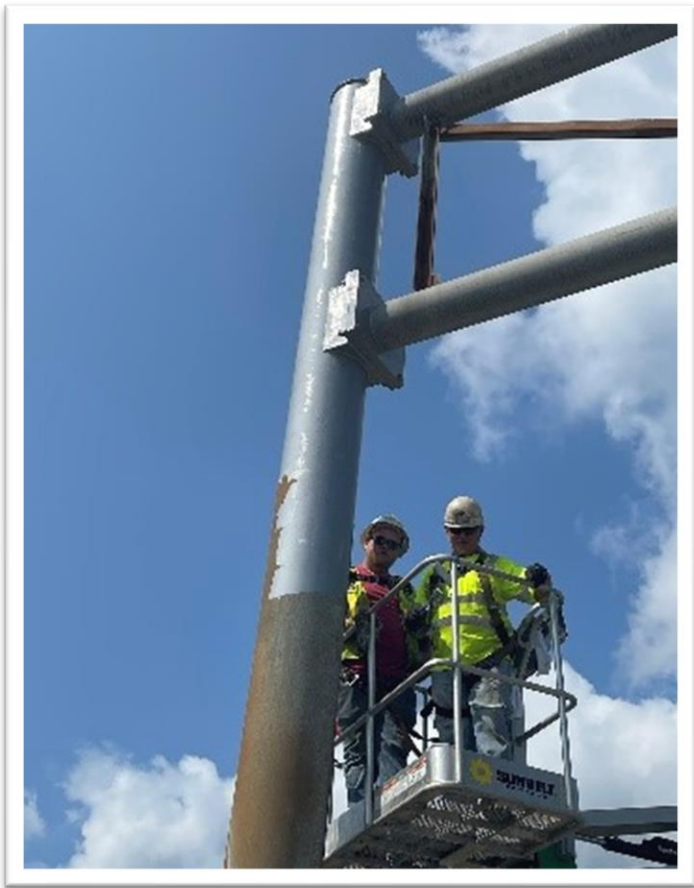


Bridge 3012S Resetting Bearings Abut 1



3010N Steelwork Retrofit





OH Sign Structures Cleaned and Painted



Setting Columns to Strengthen Toll Plaza Canopies





Bridge Shotcrete Repair
Contract BSR-1-24(Mileposts 42, 43.5, and 48)

This project consists of repairs to selected structures by pneumatically applied mortar (shotcrete). The work included approximately 1,367 square feet of repairs to Bridges 3026N/S, 3034N and 3041S. Air Placement Cement Company performed the work at a cost of \$499,790.



Bridge 3034N Repairs



Bridge 3026 Repairs

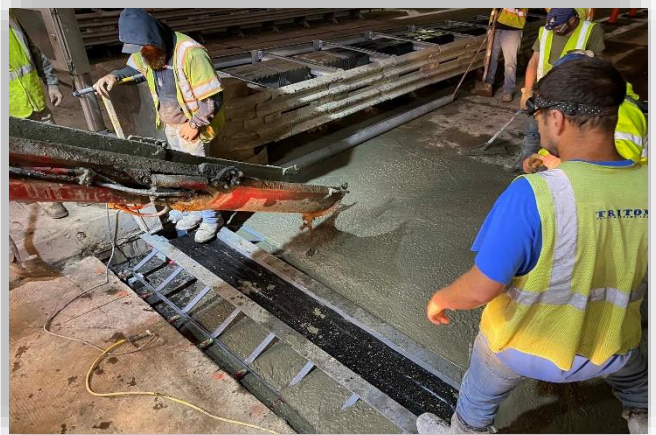


Bridge 3026 Repairs

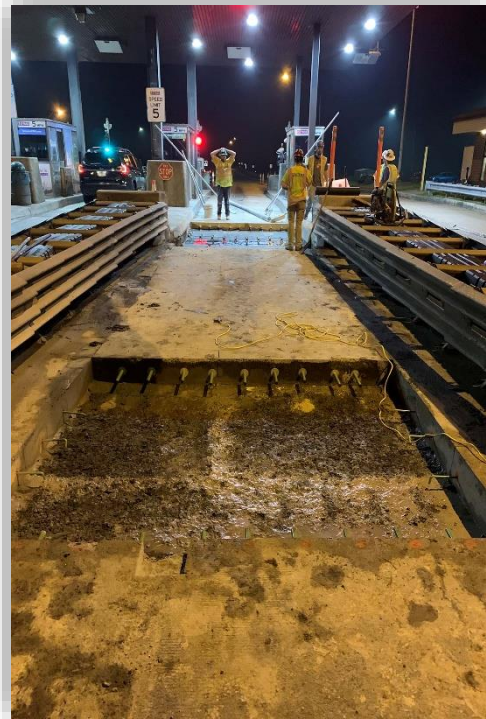


Pavement Rehabilitation Full-Depth Concrete Repairs Contract FD-1-23

This project consists of pavement rehabilitation (full-depth concrete repairs). The work included approximately 1032 square yards of concrete repairs in Raleigh, Fayette and Kanawha Counties. Triton Construction Inc. performed the work at a cost of \$1,494,964.



Concrete Slab Replacements





Pavement Striping and Marking Project Contract PM-19

Contract PM-19 is a 5-year contract with 2 five-year renewals. It is primarily composed of maintaining all lane lines and pavement markings in Mercer, Raleigh, Fayette and Kanawha Counties. Oglesby Construction Inc. performed the FY 2023 work at a cost of \$2,766,949.50.



Installing Roadway
Pavement Striping



Underground Storage Tank Replacement Contract UST-1-23

This project consists of replacing all underground storage tanks at WVPA Headquarters, Beckley and Ghent Maintenance Facilities. McClanahan Service Inc. is performing the work at an approximate construction cost of \$855,917.



Beckley Maintenance



Ghent Maintenance



APPENDIX



New Billboards Advertising E-Z Pass



WEST VIRGINIA PARKWAYS AUTHORITY

2024 BRIDGE REPLACEMENT COST

STRUCTURE NUMBER	YEAR BID	ENR INDEX	BID PRICE	REPLACEMENT COSTS (ROUNDED)
2144N	1980	3237	\$ 15,235,011	\$ 63,689,000
2144S	1952	569	\$ 2,419,297	\$ 57,536,000
3001N	1976	2401	\$ 311,298	\$ 1,755,000
3001S	1976	2401	\$ 316,803	\$ 1,786,000
3003N	1976	2401	\$ 287,596	\$ 1,630,000
3004S	1976	2401	\$ 306,888	\$ 1,730,000
3005N	1976	2401	\$ 649,641	\$ 3,662,000
3005S	1976	2401	\$ 565,379	\$ 3,187,000
3006	1976	2401	\$ 375,435	\$ 2,116,000
3007	1976	2401	\$ 372,640	\$ 2,101,000
3008N	1976	2401	\$ 256,237	\$ 1,450,000
3008S	1976	2401	\$ 268,094	\$ 1,520,000
3010N	1976	2401	\$ 7,966,577	\$ 44,900,000
3010S	1952	569	\$ 1,546,394	\$ 36,777,000
3012N	1976	2401	\$ 744,234	\$ 4,195,000
3012S	1976	2401	\$ 560,547	\$ 3,160,000
3017N	1976	2401	\$ 335,144	\$ 1,889,000
3018S	1976	2401	\$ 334,367	\$ 1,885,000
3019N	1976	2401	\$ 308,425	\$ 1,739,000
3019S	1976	2401	\$ 178,300	\$ 1,010,000
3020N	1976	2401	\$ 195,939	\$ 1,110,000
3020S	1976	2401	\$ 291,219	\$ 1,650,000
3021N	1976	2401	\$ 211,463	\$ 1,200,000
3021S	1976	2401	\$ 344,491	\$ 1,942,000
3022N	1976	2401	\$ 257,358	\$ 1,460,000
3022S	1976	2401	\$ 243,665	\$ 1,380,000
3026N	1983	4066	\$ 1,261,802	\$ 4,200,000
3026S	1983	4066	\$ 1,010,343	\$ 3,363,000
3029N	1983	4066	\$ 625,654	\$ 2,083,000
3029S	1983	4066	\$ 354,725	\$ 1,190,000



WEST VIRGINIA PARKWAYS AUTHORITY

2024 BRIDGE REPLACEMENT COST

STRUCTURE NUMBER	YEAR BID	ENR INDEX	BID PRICE	REPLACEMENT COSTS (ROUNDED)
3030N	1983	4066	\$ 822,446	\$ 2,738,000
3030S	1983	4066	\$ 1,566,506	\$ 5,214,000
3034N	1983	4066	\$ 1,008,408	\$ 3,357,000
3034S	1983	4066	\$ 1,038,557	\$ 3,457,000
3038N	1978	2776	\$ 349,604	\$ 1,705,000
3038S	1978	2776	\$ 565,705	\$ 2,758,000
3039E	1978	2776	\$ 354,302	\$ 1,728,000
3039W	1978	2776	\$ 354,302	\$ 1,728,000
3041N	1982	3825	\$ 505,662	\$ 1,789,000
3041S	1982	3825	\$ 495,378	\$ 1,753,000
3042	1982	3826	\$ 384,616	\$ 1,370,000
3043N	1982	3825	\$ 444,803	\$ 1,580,000
3043S	1982	3825	\$ 840,560	\$ 2,974,000
3044N	1982	3825	\$ 1,171,994	\$ 4,147,000
3044S	1982	3825	\$ 1,047,519	\$ 3,706,000
3045N	1982	3825	\$ 596,023	\$ 2,109,000
3045S	1982	3825	\$ 883,965	\$ 3,128,000
3046N	1981	3533	\$ 573,556	\$ 2,197,000
3046S	1981	3533	\$ 707,668	\$ 2,711,000
3048N	1981	3533	\$ 441,062	\$ 1,690,000
3048S	1981	3533	\$ 430,038	\$ 1,650,000
3050N	1981	3533	\$ 482,166	\$ 1,847,000
3050S	1981	3533	\$ 491,056	\$ 1,881,000
3051N	1982	3825	\$ 410,565	\$ 1,460,000
3051S	1982	3825	\$ 410,565	\$ 1,460,000
3053N	1982	3825	\$ 747,909	\$ 2,646,000
3053S	1982	3825	\$ 747,909	\$ 2,646,000
3055N	1979	3003	\$ 1,266,273	\$ 5,707,000
3055S	1979	3003	\$ 1,264,663	\$ 5,699,000
3056N	1979	3003	\$ 1,456,339	\$ 6,563,000
3056S	1979	3003	\$ 1,467,482	\$ 6,613,000
3057N	1979	3003	\$ 1,669,909	\$ 7,525,000



WEST VIRGINIA PARKWAYS AUTHORITY

2024 BRIDGE REPLACEMENT COST

STRUCTURE NUMBER	YEAR BID	ENR INDEX	BID PRICE	REPLACEMENT COSTS (ROUNDED)
3057S	1979	3003	\$ 1,467,837	\$ 6,615,000
3058N	1979	3003	\$ 2,590,444	\$ 11,680,000
3058S	1979	3003	\$ 2,539,317	\$ 11,450,000
3059N	1979	3003	\$ 1,310,193	\$ 5,904,000
3059S	1979	3003	\$ 954,601	\$ 4,302,000
3060N	1979	3003	\$ 1,366,315	\$ 6,157,000
3060S	1979	3003	\$ 1,344,010	\$ 6,057,000
3061	1979	3003	\$ 610,330	\$ 2,751,000
3063N	1979	3003	\$ 538,107	\$ 2,425,000
3063S	1979	3003	\$ 535,374	\$ 2,413,000
3065N	1979	3003	\$ 1,445,790	\$ 6,515,000
3065S	1979	3003	\$ 1,445,790	\$ 6,515,000
3066	1979	3003	\$ 576,917	\$ 2,600,000
3067N	1979	3003	\$ 2,256,259	\$ 10,170,000
3067S	1979	3003	\$ 2,256,259	\$ 10,170,000
3070N	1983	4066	\$ 528,737	\$ 1,760,000
3070S	1983	4066	\$ 528,737	\$ 1,760,000
3072N	1983	4066	\$ 717,000	\$ 2,387,000
3072S	1983	4066	\$ 717,000	\$ 2,387,000
3073N	1980	3237	\$ 981,507	\$ 4,104,000
3073S	1980	3237	\$ 981,507	\$ 4,104,000
3074N	1980	3237	\$ 1,110,269	\$ 4,642,000
3074S	1980	3237	\$ 1,110,269	\$ 4,642,000
3075N	1980	3237	\$ 1,930,130	\$ 8,069,000
3075S	1980	3237	\$ 1,930,130	\$ 8,069,000
3076N	1978	2776	\$ 1,036,302	\$ 5,052,000
3076S	1978	2776	\$ 1,036,302	\$ 5,052,000
3077	1978	2776	\$ 708,758	\$ 3,455,000
3078	1978	2776	\$ 448,257	\$ 2,186,000
3080N	1978	2776	\$ 635,890	\$ 3,100,000



WEST VIRGINIA PARKWAYS AUTHORITY

2024 BRIDGE REPLACEMENT COST

STRUCTURE NUMBER	YEAR BID	ENR INDEX	BID PRICE	REPLACEMENT COSTS (ROUNDED)
3080S	1978	2776	\$ 635,890	\$ 3,100,000
3081N	1980	3237	\$ 399,901	\$ 1,672,000
3081S	1980	3237	\$ 399,901	\$ 1,672,000
3082N	1980	3237	\$ 2,687,208	\$ 11,240,000
3082S	1980	3237	\$ 2,687,208	\$ 11,240,000
3083N	1980	3237	\$ 336,301	\$ 1,410,000
3083S	1980	3237	\$ 336,301	\$ 1,410,000
3084N	1980	3237	\$ 821,754	\$ 3,436,000
3084S	1980	3237	\$ 821,754	\$ 3,436,000
3085N	1981	3533	\$ 503,608	\$ 1,929,000
3085S	1981	3533	\$ 503,608	\$ 1,929,000
3086N	1981	3533	\$ 602,286	\$ 2,307,000
3086S	1981	3533	\$ 602,286	\$ 2,307,000
3087N	1980	3237	\$ 990,712	\$ 4,142,000
3087S	1980	3237	\$ 990,712	\$ 4,142,000
3088	1980	3237	\$ 157,856	\$ 660,000
3235E	1981	3533	\$ 385,112	\$ 1,480,000
3235W	1981	3533	\$ 385,112	\$ 1,480,000
3271	1983	4066	\$ 1,213,000	\$ 4,037,000
3272	1983	4066	\$ 1,044,771	\$ 3,478,000
3273	1983	4066	\$ 1,142,945	\$ 3,804,000
3276	1983	4066	\$ 487,747	\$ 1,624,000
4172	1995	5506	\$ 1,328,831	\$ 3,266,000
4178	1995	5506	\$ 814,289	\$ 2,002,000



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